



Rail Enhancement Fund
Project Application Form

Internal Use

20100046
DRPT Tracking #

January 30, 2009

Date:

Amended: February 12, 2009

Nokesville-Calverton Double Track Project

A. Name of Applicant (Name and Address)

Norfolk Southern Railway Company
Three Commercial Place
Norfolk, VA 23510

Applicant type:

- ☐ Passenger Railroad
☒ Freight Railroad
☐ Locality
☐ Business
☐ Other _____

B. Contact Information:

Responsible Person/Title: Bill Schafer, Director Strategic Planning

Telephone: 757-629-2894 Fax: 757-533-4884 Email: bill.schafer@nscorp.com

Project Manager/Title: Bill Schafer, Director Strategic Planning

Telephone: 757-629-2894 Fax: 757-533-4884 Email: bill.schafer@nscorp.com

C. Project Title: Crescent Corridor Initiatives

D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)

See Appendix 1 – Spread Sheet of the Nokesville-Calverton Double Track Project
Described in 2/4/09 Framework Agreement

See Appendix 2 – Detail of project

E. Owner of Property/Right-of-Way/Facility/Personal Property:

Norfolk Southern Railway Company owns the mainline track rights-of-way, tunnels, bridges, and related appurtenances. NS or an affiliate will acquire any property required.

F. Responsible Party for Continuous Maintenance of Project:

Norfolk Southern Railway Company. This Application is for capital costs only. NS will assume all ongoing maintenance and operating cost responsibilities and future capital costs.

G. Project Information:

- 1) Description of Project:
- 2) Project Objectives:

Overview of Norfolk Southern's Crescent Corridor Project

In 2007, Norfolk Southern (NS) announced the Crescent Corridor Project, an ambitious endeavor to develop premium rail intermodal service between the Northeast, the Southeast and the Southwest to attract domestic freight from paralleling interstate highways. While intermodal trains operate in this corridor today, they are few and their effect on the level of through truck traffic is minimal.

Following the success of the public-private funding that implemented the Heartland Corridor, NS conceived of the Crescent Corridor as another public-private partnership with significant potential to alleviate truck congestion on major interstate highways. The greatest benefit would be realized on Interstate 81, which runs the length of the Commonwealth of Virginia and which is the Nation's principal truck artery between the Northeast and the South.

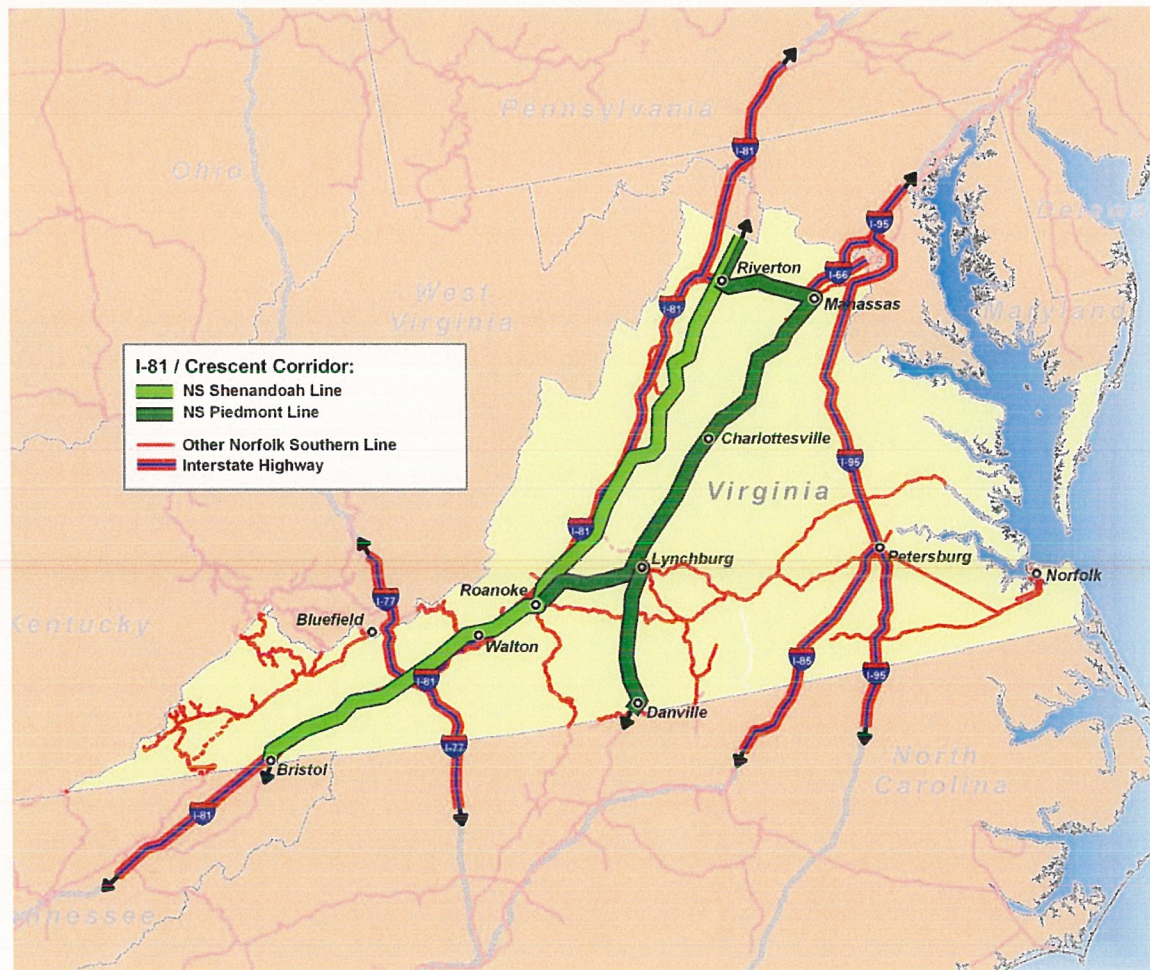
NS estimates that the Crescent Corridor, when fully implemented, will cost between \$2 and 3 billion, and will divert over 1 million trucks per year. Most of these trucks would have traveled on Virginia highways for part of their journeys. NS must find public partners to make full Crescent Corridor service a reality – NS does not have the wherewithal to make the necessary improvements on its own in a meaningful time frame – and is grateful for Virginia's interest and support to date. NS is also partnering with other states and seeking partnership at the federal level.

Overview of NS Routes in Virginia Needed for Crescent Corridor

NS realizes that the Crescent Corridor's enormous freight market has many originating and terminating points. Most of this freight is channeled through Virginia on I-81 and the additional intermodal trains NS proposes to operate as part of the Crescent Corridor will likewise be channeled through Virginia. Some of NS's routes can support additional trains with relatively little additional infrastructure. Other routes need significant upgrading before the potential of the Crescent Corridor can be realized.

Virginia and NS have already partnered to relieve the worst choke points on the Crescent Corridor with implementation of track and signal improvements between Manassas and Front Royal as described in NS's Project Application dated June 13, 2007 (and amended on August 24 and September 24). As a result of these improvements, NS will be able to expand the number of intermodal trains between the Northeast and most Southeastern/Southwestern markets. These trains also will be able to operate on improved schedules and with more reliability than at present, and are expected to attract about 600,000 trucks to Crescent Corridor trains over a fifteen year period. While the volume of trucks may appear small compared to the millions of trucks the Crescent Corridor project is designed to divert, without the Manassas-Front Royal projects, the Crescent Corridor would not get off the ground. Many more Virginia projects must be completed before the Crescent Corridor can reach its potential.

Below is a map showing the NS routes that are part of the Crescent Corridor in Virginia:



Crescent Corridor trains will operate over the green lines shown on the map. The majority will utilize the Piedmont Route between Birmingham-Atlanta-Charlotte and the Northeast via Danville-Lynchburg-Manassas. About a third of the trains will utilize the

Shenandoah Route between Northeast and Tennessee markets via Riverton (Front Royal)-Roanoke-Bristol.

Piedmont/Shenandoah Route – WV State Line-Front Royal (H-Line)

NS's line between Front Royal and the West Virginia panhandle (H-Line) is now the most critical choke point on the Crescent Corridor network. This line is single track with signaling and small (i.e. about a mile in length) passing tracks. All Crescent Corridor trains to and from the Northeast (20+ per day when fully implemented) will travel over this segment. The most important near-term upgrading needed: extending the passing track at Berryville. The construction of a five-mile double track segment in the vicinity of the Virginia Inland Port is nearly complete (part of the June 13, 2007 Application for release of funds provided by the Virginia legislature; construction began on May 27, 2008). Longer term, at least one additional portion of double track will be needed between Riverton and the West Virginia state line.

Piedmont Route – Riverton-Manassas (B-Line)

As a result of funding provided by the Virginia legislature, Norfolk Southern continues to upgrade capacity on the B-line. (Most of the capacity projects are described in the Application dated June 13, 2007.) In calendar year 2008, Norfolk Southern completed rehabilitation and extension of two passing tracks: Whitecut (Woods/Cody) and Allison. In addition, the entire line between Manassas and Riverton received signals and traffic control. Work continues into calendar year 2009: construction is expected to begin on the new 11,000-foot passing track between Wellington (mp B5.8) and Gainesville (mp B8.0) in first quarter 2009, now that property issues are in the process of being resolved. Completion is expected before December 31, 2009. Once Wellington-Gainesville is in service, NS expects capacity to be sufficient on the B-line to accommodate Crescent Corridor trains through FY2015.

Piedmont Route – Manassas-Danville (SR Main)

Fortunately, capacity on NS's main line between Manassas and the NC state line south of Danville is not as constrained as on the H-line. The principal improvement needed in the next few years is restoration of 7.2 miles of second main line track to connect two double track segments between Nokesville and Calverton, creating 22.3 miles of contiguous double track on Norfolk Southern's main line between Manassas and Remington, VA. Addition of this capacity will allow trains operating in both directions to pass with little or no delay. This project is the sole subject of this Application.

Shenandoah Route – Riverton (Front Royal)-Roanoke (H-Line)

In the 180 miles between Riverton and Roanoke, there are plenty of passing tracks – eighteen – but only one place where an 8000-foot train (proposed Crescent Corridor

train length) can pass another 8000-foot train without blocking grade crossings. The principal improvements needed are passing track extensions. In a separate FY2010 Application, NS proposed extending two passing tracks and constructing one new passing track on this line segment in FY2010-2011. Crescent Corridor trains with the most time-critical schedules will operate via the Shenandoah Route, and reduced running times – possible with more and better locations for trains to meet – are essential. Two additional passing track extensions and one new passing track will be the subject of a separate Application, anticipating their construction between FY2010 and FY2015.

Shenandoah Route – Roanoke-Bristol (N- and NB Lines)

The Crescent Corridor shares the line segment between Roanoke and Walton (N-Line) with the Coal and Heartland Corridors. In general, Roanoke-Walton has sufficient capacity for all three Corridors with minor exceptions – the Montgomery Tunnel bore, through which main line track #1 passes, will need enlarging to accommodate double stack trains (mp N285) and second main track should be restored between Walton and Bluff (N297.3-N305.0) at some point in the future to serve as a “queuing lane” to stage Heartland and Coal Corridor trains when conflicts with Crescent Corridor trains at Walton arise.

The Walton-Bristol (NB-) Line shares characteristics with the H-Line between Riverton-Roanoke: short passing tracks and slow speeds. Four passing track extension projects and construction of one new passing track need to be completed before the first phase of the Crescent Corridor can be implemented successfully. In addition to allowing Crescent Corridor trains to pass each other, NB-Line improvements will reduce variability of train operations and greatly improve running times. NB-Line projects are not specifically listed in the 2/4/09 Framework Agreement and will be the subject of a separate Application.

- 3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:

See description of Nokesville-Calverton Double Track Project in Appendix 2

- 4) Describe the Public Benefits of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A).

See description of Nokesville-Calverton Double Track Project in Appendix 2

- 5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this Application.

See Attachment A

H. Type of Project:

- 1) ☒ New Construction ☒ Rehabilitation ☐ Study
- 2) ☒ Rail Infrastructure ☐ Rail Facility/Station
☐ Equipment/Rolling Stock ☒ Signals/Communication Equipment
- 3) Other _____

See description of Nokesville-Calverton Double Track Project in Appendix 2

I. Application Scope of Work Covers:

- ☒ Entire Project ☐ A Phase of a Multi-Phase Project ☐ Completion Phase

See description of Nokesville-Calverton Double Track Project in Appendix 2

J. Project Budget Summary:

Preliminary Service, Engineering, Or Feasibility Study	\$ _____
Environmental Evaluation	_____
Design Engineering	_____
Right of Way Acquisition	_____
Construction	_____
Construction Management	_____
Lease/Acquisition of Equipment	_____
Public Involvement (if applicable)	_____
Other _____	_____
Subtotal Project Budget	\$ _____
Total Project Budget	\$ _____

See description of Nokesville-Calverton Double Track Project in Appendix 2

K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

n/a

L. Rail Enhancement Funds Requested in this Application: \$ 22,148,000
Maximum 70% of Total Project Budget. Do not include any previous
Allocations or future phases.

M. Local Match Required by Applicant: \$9,492,000

At least a minimum 30% of Total Project Budget

If Overmatch, Provide Percentage n/a

- 1) Match breakdown by Source (Including any in-kind match)
 - a. Provider of Local Match – Norfolk Southern Railway Company
 - b. Status (confirmed/anticipated) Confirmed
 - c. Attach justification for value of in-kind match.
- 2) Other Funding Sources Beyond Match Requirement
 - a. Provider of Overmatch: n/a
 - b. Status (confirmed/anticipated) _____

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

See description of Nokesville-Calverton Double Track Project in Appendix 2

O. Statement of how this project promotes or does not preclude dual/multi-access use.

See description of Nokesville-Calverton Double Track Project in Appendix 2

P. List additional users of rail line, facility, and/or equipment:

See description of Nokesville-Calverton Double Track Project in Appendix 2

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

See description of Nokesville-Calverton Double Track Project in Appendix 2

Required Attachments:

Application is not complete without items 1-5 completed by the Applicant and submitted with the Application.


1. Attachment A – Project Data Information Form (provided)
2. Attachment B – Application Checklist (Provided)
3. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D).
4. Certification of Match/% of Match/Documentation of Source of Match including Defined Match Source (To be provided by Applicant).
5. Certification of Additive Investment (To be provided by Applicant).
6. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.

7. Statement by the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner).

Application and Attachment Certification

To the best of my knowledge all information contained in this Application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this Application will be provided to DRPT upon request.

Authorized Signature and Title:



John H. Friedmann
Vice President

Date: February 12, 2009

Attachment C

CERTIFICATION OF MATCH

Norfolk Southern Railway Company ("Norfolk Southern") has applied to the Commonwealth of Virginia for Rail Enhancement Funds in FY2010 in the amount of \$22,148,000 in connection with the Nokesville-Calverton Double Track Project designed to increase capacity and to decrease running time on portions of Norfolk Southern's Crescent Corridor in Virginia. As described in greater detail in Norfolk Southern's Application, this project will:

- Create a significant segment of double track to enable longer trains to meet, pass or sequence with other trains
- Provide capacity needed to assure reliability of the premium intermodal trains necessary to attract truck traffic from Interstate highways
- Allow an Amtrak train to operate between Manassas and Lynchburg reliably and without delay, if Amtrak chooses to inaugurate a regional passenger train between Lynchburg and Washington

As part of this Application, Norfolk Southern hereby certifies that it will provide a local match equivalent to thirty percent (30%) of the estimated total project cost for which Rail Enhancement Funds are made available, or \$9,492,000. This match will be provided entirely by Norfolk Southern or one or more parents, subsidiaries or affiliates of Norfolk Southern.

NORFOLK SOUTHERN RAILWAY COMPANY

By:



John H. Friedmann, Vice President

Date: February 12, 2009

Attachment D

Mr. Chip Badger
Acting Executive Director
Virginia Department of Rail and Public Transportation
1313 East Main Street, Suite 300
P. O. Box 590
Richmond, VA 23218-0590

Subject: **Certification of Additive Investment**

Dear Mr. Badger:

This letter certifies that the Virginia Funds requested in the accompanying Application will add to the state's rail infrastructure and will not be used to replace funds that would have otherwise been spent in the Commonwealth.

Norfolk Southern Railway Company's Application requests funds for FY2010 for an infrastructure project on the Crescent Corridor that will:

- Create a significant segment of double track to enable longer trains to meet, pass or sequence with other trains
- Provide capacity needed to assure reliability of the premium intermodal trains necessary to attract truck traffic from Interstate highways
- Allow an Amtrak train to operate between Manassas and Lynchburg reliably and without delay, if Amtrak chooses to inaugurate a regional passenger train between Lynchburg and Washington

Although Norfolk Southern foresees traffic growth on the Crescent Corridor, internal funds will not be available to undertake all of the needed improvements for some years to come. Without Virginia Funds, these projects will not be built until there are significant changes in traffic flows, which would delay the benefits made possible by the operation of premium intermodal service.

In sum, Norfolk Southern certifies that the Virginia Funds requested in its Application will be used as part of a public-private partnership for improvements that NS would not undertake alone at this time.

Sincerely,



John H. Friedmann
Vice President

February 12, 2009

Attachment F

Statement of SWAM Participation

Name of Applicant and Projects: **Norfolk Southern Railway Company**

Project Name	Location	Milepost Limits
Nokesville-Calverton Double Track Project	Nokesville-Calverton, VA	39.1-46.3

February 12, 2009

To Whom It May Concern:

In connection with Norfolk Southern Railway Company's Rail Enhancement Fund Application for the project listed in the table above, please accept this letter as the applicant's statement regarding small, women- and minority-owned business (SWAM) participation goals.

For project work that is not performed by Norfolk Southern's workforce, Norfolk Southern will undertake reasonable and good faith efforts to achieve the SWAM participation goal for the project through race-neutral and gender-neutral means that are lawful and non-discriminatory. We understand the project participation goal to be forty percent (40%) of the total value of contracts between Norfolk Southern and third parties for the performance of the project work. The success of Norfolk Southern's efforts will of course be impacted by the availability of qualified and willing small businesses and women- and minority-owned businesses within the market area of the project.

Thank you for considering Norfolk Southern's Application.

Very Truly Yours,



John H. Friedmann, Vice President

Attachment E

Statement of Public Interest

Name of Applicant and Projects:

Norfolk Southern Railway Company

Project Name	Location	Milepost Limits
Nokesville-Calverton Double Track Project	Nokesville-Calverton, VA	39.1-46.3


Statement from the owner of the facilities that acknowledges the Commonwealth will have a Public Interest in Private Facilities impacted by these projects.

To Whom It May Concern:

At the appropriate time, Norfolk Southern will enter into an agreement to be negotiated with the Commonwealth of Virginia to protect the Commonwealth's public interest in the projects listed in the table above.

NORFOLK SOUTHERN RAILWAY COMPANY

By:



John H. Friedmann, Vice President

February 12, 2009



Rail Enhancement Fund
Project Application Form

Internal Use

DRPT Tracking #

Attachment A
Project Data Information Form

Date: January 30, 2009

Amended: February 12, 2009

Name of Applicant and Project:

**Norfolk Southern Railway Company
Nokesville-Calverton Double Track Project**

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine that public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

Attachment A
Form A1 – Project Cost and Construction Period

First Construction Year: Fiscal Year 2010

Last Construction Year: Fiscal Year 2011

Year	Total Project COST	Total DRPT COST
Year 1	\$15,820,000	\$11,074,000
Year 2	\$15,820,000	\$11,074,000
Total	\$31,640,000	\$22,148,000

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A
Form A2 – Freight Service

Demand characteristics for this project were not separately computed here. However, diversion of freight to rail is contemplated with respect to the whole Crescent Corridor project, of which the Nokesville-Calverton double track project is a part.

Demand Characteristics	CATEGORY	UNITS	VALUE
	Steady state demand – diversion of freight to rail (from trucks)		
	First year of diversion 2012		
	Number of years until steady state – beyond forecast period	More than 15	

Project impact on Travel Distance	CATEGORY	UNITS	VALUE
	Rail miles in Virginia (Existing routing before project)	658 Miles	
	Rail miles in Virginia (routing after project completion)	658 Miles	
	Number of years until steady state	Already There (been there for a while) Number of Years	

Conversions	CATEGORY	UNITS	VALUE
	Railcars per Train	100 Railcars/Trains	
	Rail tons per Railcar	50 Tons/Railcar	
	Trucks per Railcar	1.7 Trucks/Railcar	

Other	CATEGORY	UNITS	VALUE
	Change in Daily Delay for Freight Trains	30 hours for 20 trains Railcars/Trains	
	Reduction in Number of Rail At-Grade Crossings	No reduction; just less time occupying some crossings due to higher speeds Tons/Railcar	

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A
Form A3 – Passenger Service – Intercity/Amtrak

Note: If Amtrak inaugurates regional passenger train between Washington-Lynchburg, the following benefits will be realized. No representation can be made that Amtrak will provide service. However, as a result of improvements, the provision of intercity/Amtrak service will be more compatible with the provision of freight service. Based on this enhanced compatibility, DRPT may provide the estimates.

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual Amtrak passengers (existing)	DRPT to furnish Passengers/Year	
	Steady State Demand – Additional Amtrak Passengers	DRPT to furnish Passengers/Year	
	First Year Number of Additional Passengers	DRPT to furnish Passengers/Year	
	Number of Years Until Steady State	DRPT to furnish Number of Years	

see
next
page

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	Amtrak Maximum Passenger Trip Length (existing)	174 Miles	
	Amtrak Maximum Passenger Trip Length (after project completion)	174 Miles	
	Amtrak Travel Time Per Trip (without project)	DRPT will provide	
	Amtrak Travel Time Per Trip (after project completion)	DRPT will provide	

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A
Form A3 – Passenger Service – Intercity/Amtrak

DRPT
provided
data

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual Amtrak Passengers (Existing)	Passengers/Year	0
	Steady State Demand – Additional Amtrak Passengers	Passengers/Year	53,900
	First Year Number of Additional Passengers	Passengers/Year	- 53,900
	Number of Years Until Steady State	Number of Years	1

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	Amtrak Passenger Trip Length (Existing)	Miles	178
	Amtrak Passenger Trip Length (After Project Completion)	Miles	178
	Amtrak Travel Time Per Trip (Existing)	Minutes	146
	Amtrak Travel Time Per Trip (After Project Completion)	Minutes	146

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A
Form A5– Demand Characteristics for 15-Year Performance Period

If Amtrak chooses to inaugurate regional passenger service between Washington and Lynchburg, this project will reduce the Amtrak train's running time and improve its reliability. All passenger projections are for inter-city/Amtrak passenger trains and will be provided by DRPT. No representation can be made that Amtrak will inaugurate regional passenger train service.

Performance Year	Performance Value *
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
Total	

For Freight Service Projects – car loads or containers per year
For Inter-City/Amtrak Passenger Projects – passengers per year
For Commuter/VRE Passenger Projects – passengers per year



Rail Enhancement Fund
Project Application Checklist
Attachment B

Internal Use

DRPT Tracking #

Date: January 30, 2009

Amended February 12, 2009

Name of Applicant and Project:

Norfolk Southern Railway Company
Nokesville-Calverton Double Track Project

Checklist for Application:

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ YES ☐ NO

2. Project is an Additive Investment to Virginia.

☒ YES ☐ NO

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ YES ☐ NO

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ YES ☐ NO

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☐ YES ☐ NO

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ YES ☐ NO

Attachment B

Measures for Public Benefit/Cost Analysis

- Congestion Relief
- Environmental Improvements
- Reduced Crash and Accident Cost
- Reduction in Cars and Trucks on Highway
- Added Capacity
- Fuel/Pollution Savings
- Carbon Equivalent

List of Appendices

Appendix 1

Master Spread Sheet showing proposed Nokesville-Calverton Double Track project, FY2010-2011

Appendix 2

Description of FY2010 Projects:

Nokesville-Calverton Double Track Project

Appendix 1**Nokesville**

DRPT I-81/Rt 29 Corridor	Description	Total Project Cost	DRPT Capital FY2013	DRPT Capital FY2014	DRPT Capital FY2015
Nokesville to Calverton mp 39.1-46.3	Construct double track between Nokesville and Calverton to expand capacity	\$ 31,640,000			
TOTAL, Crescent Corridor Projects		\$ 31,640,000	\$ -	\$ -	\$ -

Nokesville-Calverton Double Track
Appendix 2

Project Location: Between Nokesville, Prince William County, VA, and Calverton, Fauquier County, VA, on Norfolk Southern's Manassas-Danville main line. Project limits: mp 39.1-46.3

Owner of Property/Right of Way: Norfolk Southern Railway Company

Responsible Party for Continuous Maintenance of Project: Norfolk Southern Railway Company

Project Information:

Description of Project:

Norfolk Southern's main line south of Manassas, in general, has sufficient capacity to accommodate the level of freight trains operated by Norfolk Southern today. Double track exists southward from the B-line junction at Powell (mp 34) to Nokesville (mp 39), and from Calverton (mp 46) to Remington (mp 56). The single track segment between Nokesville and Calverton will become a choke point once Crescent Corridor premium-service intermodal trains begin operating.

NS proposes to restore the second main line between Nokesville and Calverton on the existing roadbed (this segment was double-track until the mid-1960s). It is already governed by signaled traffic control, and construction of the second main track will afford NS a continuous stretch of double track totaling 22 miles.

Project Objective:

The overall objective of the project is to increase capacity and to speed up train operations on the Manassas-Danville main line. This artery today handles merchandise, coal and grain, and will be an important component of the Crescent Corridor for premium intermodal traffic between the Northeast and the major truck markets in the Southeast.

The specific objective is to establish an extended segment of double track where trains can be sequenced, passed or overtaken with minimal delay. Because of the B-line junction at Powell (mp 34) and the crew change point at Bristow (mp 36.5), trains tend to bunch in this general area. The additional double track will add flexibility that will have a major impact on schedule-keeping and reliability.

Appendix 2 – Details of FY2010 Projects
Norfolk Southern Rail Enhancement Fund Application
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In addition, if Amtrak chooses to inaugurate regional passenger service between Washington and Lynchburg, this project will reduce the Amtrak train's running time and improve its reliability.

Relationship to other projects under development by applicant or previously funded by this program:

This project complements the FY2008 projects on the B-line between Manassas and Riverton, VA. The additional capacity on the B-line will enable NS to handle more trains with less delay than at present when combined with the extensive length of double track south of Manassas.

Describe the Public Benefit of Project:

Overall public benefits:

- This project, with the B-line projects mentioned above, will make possible Crescent Corridor premium intermodal service. At present, few extended segments of double track exist between the Manassas area and Harrisburg; double track enables more trains to pass each other without stopping, which saves fuel and which enables trains to operate on faster schedules.
- By reducing aggregate delay, and by making freight rail more attractive to potential rail users, this project will help to improve air quality, conserve fuel (because of rail's efficiency advantage) and reduce truck traffic
- By increasing capacity, the project enables the rail mode to absorb more growth
- If Amtrak chooses to inaugurate a Lynchburg-Washington passenger train, this project will enable it to operate on a faster schedule and with a higher degree of on time performance.

Type of Project:

Project is new construction of rail infrastructure. Includes signal and communication equipment (signal upgrading and relocation, and relocation of fiber optic cable).

Application Scope of Work Covers: Entire project

Appendix 2 – Details of FY2010 Projects
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Project Budget Summary (2008 dollars):

Preliminary Service, Engineering, or Feasibility Study	\$ 727,720
Environmental Evaluation	\$ 791,000
Design Engineering	\$1,518,720
Right-of-way Acquisition	\$
Construction	\$23,951,480
Construction Management	\$ 2,246,440
Lease/Acquisition of Equipment	\$
Other (Relocate fiber optic cable)	\$ 2,404,640
	=====
Total Project Budget	\$31,640,000

Rail Enhancement Funds Requested in this Application: \$ 22,148,000 (70%)

This request is for capital costs only. NS will assume all ongoing maintenance and operating cost responsibilities and future capital costs.

No provision has been made for crossing closure or grade separation. If Norfolk Southern can successfully negotiate crossing closures as part of the project, the overall project cost may increase but such increase would be funded by Norfolk Southern, thereby increasing NS match to greater than 30%.

Note that these estimates are in 2008 dollars. Revised estimates may be necessary when project begins.

Local Match Required by Applicant: \$ 9,492,000 (30%)

If Overmatch, Provide Percentage: 0%

1) Match Breakdown by Source (include in-kind)

a. Provider of Local Match Norfolk Southern Railway

b. Status (confirmed/anticipated) Confirmed

2) Other Funding Sources Beyond Match Requirement

a. Provider of Over Match n/a

b. Status (confirmed/anticipated) n/a

Appendix 2 – Details of FY2010 Projects
Norfolk Southern Rail Enhancement Fund Application
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M. Project implementation schedule (based in months). List major milestones of the project.

Survey and Develop Plans:	3 Months
Acquire Right of Way:	3 Months
Bidding:	2 Months
Permitting:	2 Months
Relocation of Fiber Optic Line	1 Month
Grading:	4 Months
Track work:	3 Months
Total:	18 Months

Statement on how this Project promotes or does not preclude Dual/Multi-Access Use:

This project is on Norfolk Southern-owned right-of-way on which only Norfolk Southern operates; the rail line will remain an exclusive Norfolk Southern route. There is no proposal to change current operations and allow dual access by another railroad on this track. (The competing north-south route of CSX Transportation, Inc. extends between Alexandria, VA and Rocky Mount, NC, via Richmond, VA.)

Also, Project anticipates intermodal freight growth and will enable service enhancements that will attract domestic truck traffic from many trucking companies. In this sense, Project promotes multi-access (i.e., by trucking companies) use.

List additional users of rail line, facility, and/or equipment: trucking companies using intermodal service offered by Norfolk Southern.

Identify any possible Environmental or other issues/concerns within the scope of this project.

Overall environmental effects are expected to be beneficial as rail freight is considerably more fuel efficient and less polluting than truck freight.

There do not appear to be any significant environmental issues in the limits of this project.

Added Capacity to Rail Corridor (Additional Railcars or Passengers)

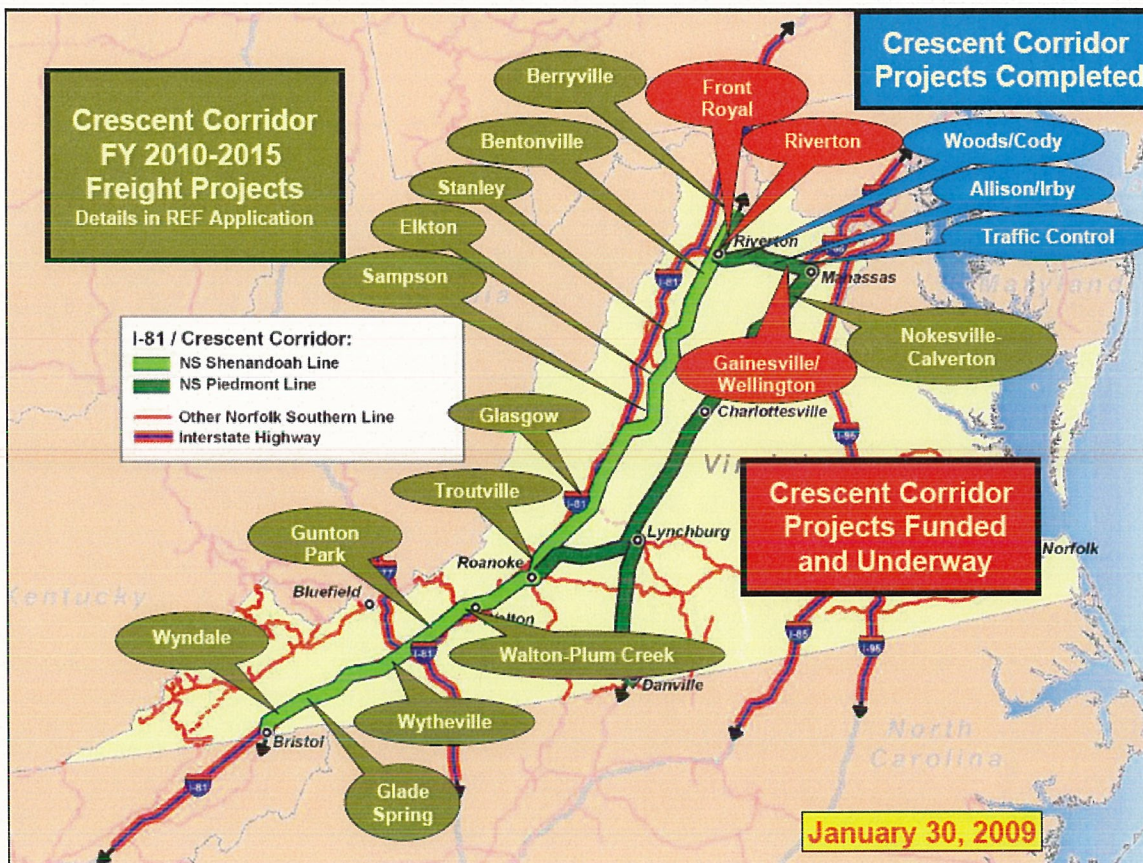
When viewed in combination with the B-line improvements between Manassas and Riverton, as well as the five miles of double track north of Front Royal, the aggregate train delay is reduced by approximately 30 hours per day. Reducing this delay will allow faster turn times for assets such as locomotives, crews and freight cars. When combined

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with other planned or proposed projects, the synergies will enable additional train starts and increased throughput on this north-south corridor.

If Amtrak chooses to inaugurate passenger service between Lynchburg and Washington, it will attract passengers that would otherwise have driven.

Project Map



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Nokesville to Calverton - Detail Maps

